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STATE DOCUMENTS

Palmetto AVIATION

VOLUME 35, NUMBER 5

Published by the South Carolina Aeronautics Commission

MAY, 1983



**Charleston
Terminal
Complex**

Red Arrows to perform at Charleston

The British are coming!

For only the second time in their history, Britain's Royal Air Force Red Arrows aerial demonstration team will be performing in the U.S. and Charleston AFB has them.

The nine-aircraft, 23-minute show will highlight the May 15 Open House here. The Red Arrows only other trip to this country was in 1972.

Also scheduled to appear at the Open House, set for noon to 5:30 p.m., are the Army Golden Knights precision parachute demonstration team and the Air Force Drill Team from Washington, D.C.

The Open House is the first event in the area's observance of Armed Forces Week, May 15-21. This year's

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Charleston moves ahead with Terminal Complex

The Charleston County Aviation Authority has taken a giant step forward in the development of its New Terminal Complex. The Aviation Authority recently opened bids for the construction of its new passenger terminal building at the Charleston International Airport. This is the largest construction project that has ever been awarded by the Authority and is part of a \$50 million program which has been in motion for the past decade.

The Great Southwest Corporation of Clearwater, Florida was the lowest out of 18 bidders with a price of \$15,997,000, which was 19% under the engineer's estimate of \$19,700,000. The high bid was \$18,400,000. The only remaining contracts to be bid include the paving of the parking lots and terminal roadway, landscaping, signage, and

utilities and are estimated at about \$4,000,000 for construction. The total project is scheduled for completion in January, 1985.

Financing for this undertaking has been provided by a combination of general obligation bonds, revenue bonds and FAA grants. All debt service, maintenance and operation expenses for the Airport District, including the two general aviation facilities at the Isle of Palms and Charleston Executive Airport, will be underwritten by the users of these facilities. Delta Airlines has recently executed an operating agreement effective through 1996, and it is expected that the other carriers will soon follow suit.

The new passenger terminal building will contain approximately 280,000 sq. ft. of space including a

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PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Aeronautics Statutes of South Carolina

By Henry M. Burwell, Attorney at Law

Title 55 of the Code of Laws of South Carolina (1976) governs aeronautics in South Carolina to the extent such activity is not preempted by federal regulation. The title is divided into eight chapters concerning General Provisions, Uniform State Law for Aeronautics, Uniform State Aeronautical Regulatory Law, Registration of Aircraft, Uniform Airports Act, Particular Airports, Protection of Airports and Airport Property and Relocation Assistance to Persons Displaced by Airport Construction.

General Provisions (Chapter 1) relate to miscellaneous areas including operator, owner, and public carrier liability, liability for damage to airport facilities or equipment, intrastate airline regulation and landing or taking off from public highways.

The Uniform State Law for Aeronautics (Chapter 3) relates to such matters as state sovereignty over air space, owner/lessee/operator liability for injury to persons or property, and aircraft misuse.

The Uniform State Aeronautical

Regulatory Law (Chapter 5) establishes the regulatory framework within which the South Carolina Aeronautics Commission functions.

The Registration of Aircraft sections (Chapter 7) govern the state requirements for aircraft registration and insurance which are in addition to federal requirements.

The Uniform Airports Act (Chapter 9) establishes the airport system within the state. Among various powers, the Act vests the Aeronautics Commission, and political subdivisions of the state with the authority to establish, fund and maintain airports through its statutory process.

The Chapters concerning Particular Airports (Chapter 11), Protection of Airports and Airport Property (Chapter 13), and Relocation Assistance to Persons Displaced by Airport Construction (Chapter 15) contain sections which focus on narrower areas of legislative concern.

Mr. Burwell is a Greenville attorney specializing in the practice of Aviation Law. - Ed. ➔

FAA Flow Control Center to get bigger, faster computer

The Federal Aviation Administration's Flow Control Center will be getting a bigger and faster computer late this year to help it keep up with the increase in air traffic that is expected between now and the 1990s.

The computer is an IBM 4341 that has 14 times more memory and is 70 percent faster than the one it is replacing. FAA uses the flow control computer to keep track of how many aircraft are airborne at any one time, their destination airports and times of arrival.

Located in the FAA's Washington headquarters, the Flow Control Center is charged with the job of keeping air traffic running smoothly and, in the event of bad weather or other disrupting factors, keeping airborne delays to a minimum.

It also has been used since the August 1981 controllers strike to help

insure the safety of the system by increasing separation distances between aircraft when necessary and keeping planes on the ground until they can fly direct to their destination without any enroute delays.

Thus, for example, if a snowstorm closes all but one runway at Chicago's O'Hare airport, the computer will tell the Flow Control Center how much of a backup to expect there and — using a communication system that links it to all the major air traffic control towers, enroute control centers, and airline dispatchers — controllers can begin holding aircraft on the ground at departure airports rather than let them stack up in the air near Chicago.

The computer the IBM 4341 will replace is an IBM 9020A, which was the first purchase by FAA during the late 1960's. ➔

Cecil Hadwin, Orangeburg FBO, retires after 37 years.

T.C. Hadwin, longtime manager of the Orangeburg Municipal Airport, retired last month after more than 37 years in business.

Hadwin, 69, opened Orangeburg Air Service in October, 1945 after World War II ended and put him out of a job. He had been a primary flight instructor and had trained U.S. and

French Air Force pilots at the Hawthorne School of Aeronautics, located about four miles south of Orangeburg.

When the school closed, Hadwin moved up the road and opened his own FBO. He offered gas, service, maintenance and flight instruction in Piper J-3 Cubs. During the time he

ran the business he trained hundreds of pilots and has many friends who will long remember him.

Hadwin will retire in Orangeburg where he has made his home all his life. He has no immediate plans, but said, "I'll no doubt be around the airport from time to time to see old friends." ➔

Harold Biggers, Pete Chaplin new FBO's at Orangeburg

Orangeburg Aviation, Inc. is the name of the new Fixed Base Operator (FBO) at Orangeburg Municipal Airport.

The business was opened April 1 by Harold Biggers and Pete Chaplin after the former FBO, Mr. "Cecil" Hadwin, retired.

Biggers, president, is also chief pilot for Applied Engineering and has been flying for them for the past 12 years. Chaplin, general manager, has worked under Hadwin for the past two years.

Orangeburg Aviation will offer fuel

(100LL and jet A), student instruction, rental aircraft and air taxi service. A courtesy car is available.

Maintenance is available on the field from Edisto Aircraft Maintenance.

Hours of operation are 8 a.m. to 6:30 p.m. Monday through Friday and 9 a.m. to 6:30 p.m. on weekends. The phone number is 534-5545. After 6:30 p.m. call 536-0523. ➔

Red Arrows to perform

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theme is "Peace Through Strength."

There also will be aerial displays by the C-141B Starlifters of the 437th Military Airlift Wing and the F-106 Delta Darts of the 87th Fighter Interceptor Squadron. Numerous aircraft from all the services will be open for public inspection and picture-taking along with many other exhibits and attractions.

There is no admission and parking is free. The Charleston Naval Base Band will provide musical entertainment, and refreshments and souvenirs will be on sale throughout the day.

Persons driving into Charleston on I-26 should take Aviation Ave. exit to the airport. For those flying, the airport will be open as usual except during the flight demonstrations. ➔

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40,000 sq. ft. federal inspection service area for international operations. The Department of Defense has named Charleston as the "Southeastern Gateway" for the Military Airlift Command and the commercial charters under contract with DOD will initially be the primary users of this new (international) facility, which can accommodate 400 passengers per hour.

Currently, Charleston handles approximately 900,000 passengers per

Thunderbirds to perform at Myrtle Beach open house

Myrtle Beach Air Force Base will hold its annual open house from 11 a.m. to 4 p.m., June 5.

The U.S. Air Force aerial demonstration team, the "Thunderbirds" will highlight this year's event. In addition to the Thunderbirds, the open house will feature many Air Force aircraft on display, an air rescue demonstration and a military working dog team demonstration.

General aviation pilots in the area during the first week of June should be extra vigilant as the Thunderbirds

will be using airspace from the surface to 15,000 feet, encompassing a 5 nautical mile radius, June 2-5. This airspace will be in use by the Thunderbirds from 4:45 to 5:15 p.m., June 2; 1-3:15 p.m., June 4; and 1-3:45 p.m., June 5. All other aircraft are prohibited from entering this airspace during these times.

Base airfield and management officials will be notifying local airports of the upcoming restrictions as well as publishing NOTAMS. ➔

Charleston terminal built to handle 2,000,000 annually

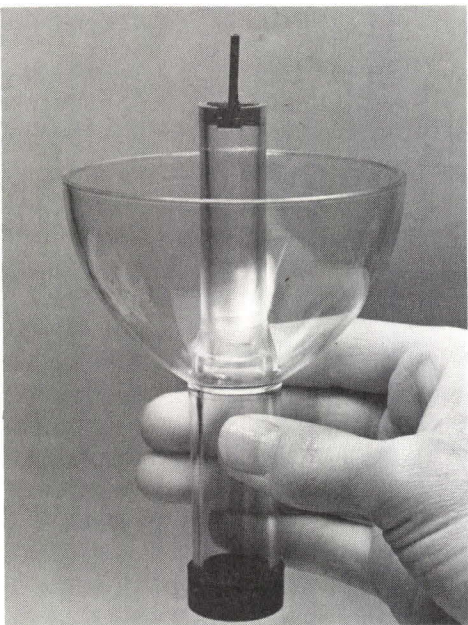
year. The new facility is designed for over 2,000,000 passengers per year and should accommodate expected growth up through the early 1990's.

In addition to the new terminal, there will be a cargo facility, rental car service areas, and a fuel farm to be constructed by Delta. Also planned is a hotel complex near the new terminal to be operational in early 1985.

Even though the long-term Land Use Plan for the International Airport calls for general aviation to operate off

of a new general aviation runway 3R/21L, the current plans call for general aviation to continue operating on the northeast side of the airfield.

The Authority also anticipates having the East Cooper facility, operational in 1985. This general aviation facility will replace the Isle of Palms Airport. A new parallel taxiway at the Charleston Executive Airport for runway 9/27 is near completion, and will enhance the operational characteristics of that facility. ➔



Tester Prevents Drips

The "No Mess Fuel Tester" fits regular or bayonet sump drains and is designed to divert overflow gas into a funnel, instead of down your arm. The transparent, unbreakable plastic allows for octane and contamination checks. The end cap is removable for sample collecting. The tester is available from the Phil-Meyer Co., 5401 Apache Rd. Louisville, Ky. 40207. ➔

FAA OKs Weather-Check for visibility, ceiling reports.

The Federal Aviation Administration has approved the Artais Weather-Check® system to report real time visibility and cloud height information to pilots for instrument landings under FARs Part 91 and 135. No human observer is used by the Artais system since it automatically reads the weather instruments and broadcasts the current weather data by a human voice stored in its computer. The weather data is updated every 10 seconds and a new message is created every minute.

A letter of approval from J. Lynn Helms, FAA administrator said the FAA test data "confirms that the . . . system has the capability to report visibility and cloud height measurements suitable for aviation . . ." The addition of visibility and cloud height information provides all parameters of weather needed for instrument flight with no human in-

volvement. The FAA had found the Artais equipment for reporting visibility "is a vast and immediate improvement over present human observations and, of course, over no observations at all."

Weather-Check® system is the automatic weather reporting system developed and manufactured by Artais Inc. It was initially approved by the FAA in 1979 to automatically broadcast wind speed, direction and peak gusts, temperature, dewpoint, altimeter setting, density altitude, time, airport identification and notams for instrument landings under Part 91. The system uses a human voice which is reproduced by the computer.

It was invented in 1975 by Roberto Arpino of Artais and two patents have been issued covering the apparatus and the method of acquiring and transmitting the real time weather.

The automatic visibility and cloud

FAA announces lifting of flight restrictions

The Federal Aviation Administration has announced the dates for lifting flight restrictions at three more of the airports affected by the 1981 air traffic controllers' strike.

The action brings to nine the number of airports at which the restrictions will be lifted during the spring and summer. Restrictions at all 20 affected airports are expected to be lifted between now and the end of 1983 or early 1984.

The three airports and the dates on which the restrictions will be lifted are Newark International, on June 1, and John F. Kennedy International in New York City and Atlanta's Hartsfield on July 1.

The agency had previously announced that restrictions would be lifted at six other airports between March 31 and August 29. They are: Boston, March 31; Las Vegas, April 11; Minneapolis, April 24; Ft. Lauderdale and Miami, July 25; and San Francisco, Aug. 29.

The FAA also is in the process of gradually lifting similar restrictions at

the 20 Air Route Traffic Control Centers across the country that handle aircraft flying between airports.

The next major milestone in the air traffic recovery program will come on September 9 when the FAA will remove all restrictions within the last of four clusters, or groups, into which the 20 centers have been divided.

This means that there will be no restrictions on flights within any of the four clusters. There would, however, continue to be restrictions on flights between clusters or into airports at which restrictions are still in effect.

The Air Traffic Control System is currently handling slightly more than 90 percent of the traffic it was handling before the start of the strike in August of 1981. It is expected to reach 100 percent in April of this year.

However, the FAA will continue to use flow control procedures and other measures to prevent excessive traffic build-ups during peak hours. The system is expected to return completely to normal by early 1984. ➔

cover reporting component is important because authorized human weather observers will no longer be required.

A direct dial phone call can give the present weather conditions at the airport to a caller from any place in the world. ➔



May 22	Berkeley County Airport Moncks Corner
June 5	Huggins Airport Timmons ville
June 19	Eastwinds Airport
July 3	Woodward Field Camden
July 17	Daniel Field Augusta, Ga.



**Cynthia
A.
Lucas**

Hawthorne names Cynthia Lucas asst. secretary

Hawthorne Aviation, a Charleston based company, has announced the election of Cynthia Lucas to the office of assistant secretary. Ms. Lucas will continue in her position of manager of personnel and administration for the company. As assistant secretary for the corporation, Ms. Lucas will be responsible for assisting the secretary in maintaining minutes and all records pertaining to the corporation. She will also serve as secretary for Hawthorne's affiliated leasing company, Atlantic National Corporation.

In making the announcement Hawthorne President John H. Allen said, "Ms. Lucas has shown an extremely high level of ability since joining the company. She has succeeded in every position in which she has served, and we look forward to the same level of intensity in her new responsibilities."

Ms. Lucas joined Hawthorne in 1978, as sales coordinator for the Aero Sales Division. She has also served as administrative assistant to the executive vice president. ➔

444th fighter sqdn. reunion set June 17-19 in Charleston

The 444th Fighter Interceptor Squadron (FIS), stationed at Charleston Air Force Base from 1953 until 1968, is having a reunion in Charleston at the Airport Holiday Inn; June 17-19.

Col. Wallace E. Mitchell, a former member of the squadron, writes: "The 444th FIS was one of about 60 interceptor squadrons in the Air Force under the Air Defense Command. Only two fighter interceptor squadrons were stationed in the Southeast — one at Charleston and one at Jacksonville. The primary job of the 444th was to defend the Savannah River Project," Mitchell wrote.

Mitchell says the 444th had a fine record during the 16-year stay at Charleston.

"The squadron broke the Air Force

rocket firing record at Yuma, Arizona in 1957 and 1958. The squadron was presented the Hughes Trophy in September, 1962 after being selected as the most outstanding Fighter Interceptor Squadron in the U.S Air Force."

This is the third reunion for the 444th. Other reunions were held in 1966 and 1979. The three-day schedule is as follows:

17 June	Check-In time after 12:00 noon
Friday	Group Room Rates: Single \$33.00; Double: \$38.00 (Maximum) 5:00 PM Cocktail Party at Holiday Inn

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Sweepstakes winner selects IFR Cessna Skyhawk

WICHITA — The winner of a nationwide sweepstakes has chosen a fully-equipped Cessna Skyhawk valued at \$60,000 as his prize for winning the Safe Pilot contest sponsored by the General Aviation Manufacturers Association.

Roger A. Jones, Mesa, Ariz., was one of more than 175,000 pilots who attended almost 11,000 safety seminars sponsored by the Federal Aviation Administration and GAMA

last year.

The winner could select any aircraft with a retail price of up to \$60,000 as his prize. Jones will take delivery of his Skyhawk at the Cessna factory in Wichita in June.

Jones, 43, is a quality assurance technician for Motorola in Phoenix. He earned his license in 1978 and has logged more than 600 flight hours, including time as an instructor for a local flying club. He holds a rating for instrument flight and his Skyhawk will be IFR equipped.

Jones attended five Safe Pilot seminars in 1982 and was one of more than 4,300 sweepstakes entrants from the Phoenix area alone. Only pilots who attended a Safe Pilot seminar were eligible for the aircraft grand prize.

The 1982 Safe Pilot program marked the 10th year of GAMA/FAA cooperation in promoting pilot education and flight safety. The National Transportation Safety Board recently confirmed 40 percent improvement in the general aviation safety record since 1972. During that period the fatal accident rate has declined from 2.52 to 1.59 per 100,000 flight hours. ➔

Bomb group to meet June 3-5

"I saw it go down, it was right next to us, flying steady as you please. Then a wing just broke off in a flash of fire, the engines still turning. It flipped flopped over and over like a falling leaf. When I looked up, there was a hole in the sky where the ship had been. The lives of ten men were extinguished just like that. I felt sick afterward."

The men of the 484th and 461st Bomb Groups of WWII will be swapping similar tales when they meet again in reunion June 3-5, 1983, in Williamsburg, Virginia, only this time their "war stories" will be recorded on video cassettes for play at future re-

union and family get-togethers.

The 461st and 484th Bomb Groups Association invites all personnel who were based at Torretta Airfield, Italy, during 1944-1945, to participate in the Third Annual Reunion to be held in Williamsburg, Virginia, June 3-5, 1983. Bring a "war story" if you can.

Please contact Bud Markel, 1122 Ysabel Street, Redondo Beach, California 90277, Phone 213/316-3330, or Frank O'Bannon, 137 Via La Soledad, Redondo Beach, California 90277, Phone 213/375-1747 for registration and information. ➔

Stevens expands Bowman Field, Kentucky, office into full FBO

Stevens Beechcraft, Inc. announces the expansion of their sales office at Bowman Field, Louisville, Kentucky to a full service fixed base operation.

Remodeling of the facility was

completed in April, and includes a 6,000 sq. ft. customer/pilot lounge and sales office, 36,000 sq. ft. of hangar and shop space, plus an auxiliary building for the aero club.

For 15 years, Stevens Beechcraft has served Kentucky with a sales office. Now, Stevens will combine aircraft sales with aircraft and engine maintenance, parts and products,

fuel, storage, air taxi, management service, avionics, and basic flight training.

W.F. (Bill) Work is manager, and W.C. (Bill) Carroll is sales representative.

Stevens Beechcraft operates in four Southeast locations: Louisville, Ky., Greenville/Spartanburg, S.C., Knoxville, Tn., and Nashville, Tn. ➔

Promotions announced at Stevens Beechcraft

SAMUEL S. BAKER

Stevens Beechcraft, Inc., announces the appointment of Samuel S. Baker to Executive Vice President. Baker will be responsible to the President for aircraft sales, inventories, the development of aircraft management and operations promotion.

Baker has been with Stevens for 12 years as an aircraft salesman and Vice President, Aircraft Sales. Baker will continue to serve his customers aircraft needs.

Baker attended school in Greenville, Mississippi, and Mississippi State University, completing a B.S. Degree in Industrial Technology. Baker served in the USMC as an F-4 Phantom Pilot over Vietnam and Laos for 13 months plus U.S. assignments in Sabreliners. ➔

WILLIAM F. WORK

Stevens Beechcraft, Inc. announces the appointment of William (Bill) Work to Vice President, Operations/Manager-Louisville, Kentucky. The Louisville FBO is a new addition to Stevens Sales/Service facilities. Completion of remodeling will be in May. Work has been with Stevens for 15 years.

Work attended Greenbriar Military School and West Virginia University. Work was in service management and sales prior to joining Stevens in 1968 as a Pilot/Salesman. Work will continue to serve his customers aircraft needs. ➔

ARNOLD O'QUINN

Stevens Beechcraft, Inc. announces the appointment of Arnold (Larry)

O'Quinn to Vice President, Operations Development. O'Quinn has been with Stevens for 10 years.

O'Quinn attended school in Spartanburg, S.C. and the University of South Carolina, completing a B.S. Degree in Banking and Finance. O'Quinn served in the USAF as a KC135 Pilot during the Vietnam War.

On leaving the service in 1973 O'Quinn joined Stevens Beechcraft as a Pilot/Salesman. O'Quinn will continue to serve his customers aircraft needs. ➔

HERBERT W. CUTHBERTSON

Stevens Beechcraft, Inc. announces the appointment of Herbert W. Cuthbertson to Vice President, Corporate Aircraft Management and Rotary Wing Aircraft.

Cuthbertson attended school in Greenville, S.C. and the University of South Carolina, completing a B.S. Degree in Marketing.

Cuthbertson served in the USAF as a combat helicopter pilot during the Vietnam War.

On leaving the service in 1973 Cuthbertson joined Stevens Beechcraft as a Pilot/Salesman. Cuthbertson will continue to serve his customers aircraft needs. ➔

FRANCES ROGERS

Stevens Beechcraft, Inc. announces the appointment of Frances Rogers as Corporate Warranty Administrator effective April 1, 1983.

Rogers joined Stevens at the Monaghan Plant in May 1953 as Parts Department Bookkeeper. Rogers was promoted to Receptionist and

Secretary to the Office Manager.

In 1967, Rogers transferred to Stevens Aviation as the Receptionist and Switchboard Operator. She has held positions as billing clerk in the flight training department, clerk/accountant in the maintenance department and assistant warranty administrator. ➔

DOCKHAM PROMOTED AT STEVENS BEECHCRAFT

Stevens Beechcraft, Inc. announces the appointment of Bobby L. Dockham to Vice President, Dispatch-Charter.

Dockham was in maintenance administration, planning, scheduling and control of aircraft and related aerospace equipment during his 10 year in the USAF.

Dockham has been associated with Stevens Beechcraft since 1968 in the Dispatch-Charter Division. ➔

Ultralight meet set June 24-26

The second annual EAA International Ultralight Convention will be held in Oshkosh, Wisconsin at Wittman Field, June 24-26.

EAA Ultralight '83 is billed as the one "must see" event this year for all ultralight pilots, manufacturers and enthusiasts. Events include an Ultralight Grand Prix competition, exhibits, airshows, and entertainment as well as a series of workshops, forums and seminars to focus attention on ultralight educational opportunities. ➔

FAR Part 103

FAA says regulation governing Ultralights minimum necessary to ensure safety

Subpart A- General

103.1 Applicability.

This part prescribes rules governing the operation of ultralight vehicles in the United States. For the purposes of this part, an ultralight vehicle is a vehicle that:

- (a) is used or intended to be used for manned operation in the air by a single occupant;
- (b) is used or intended to be used for recreation or sport purposes only;
- (c) does not have any U.S. or foreign airworthiness certificate; and,
- (d) if unpowered, weighs less than 155 pounds; or
- (e) if powered:
 - (1) weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;
 - (2) has a fuel capacity not exceeding 5 U.S. gallons;
 - (3) is not capable of more than 55 knots calibrated airspeed at full power in level flight; and
 - (4) has a power-off stall speed which does not exceed 24 knots calibrated airspeed.

103.3 Inspection requirements.

- (A) Any person operating an ultralight vehicle under this part shall, upon request, allow the Administrator, or his designee, to inspect the vehicle to determine the applicability of this part.
- (b) The pilot or operator of an ultralight vehicle must, upon request of the Administrator, furnish satisfactory evidence that the vehicle is subject only to the provisions of this part.

103.5 Waivers.

No person may conduct operations that require a deviation from this part except under a written waiver issued by the Administrator.

103.7 Certification and registration.

- (a) Notwithstanding any other section pertaining to certification of aircraft or their parts or equipment, ultralight vehicles and their component parts and equipment are not required to meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness.
- (b) Notwithstanding any other section pertaining to airman certification, operators of ultralight vehicles are not required to meet any aeronautical knowledge, age, or experience requirements to operate those vehicles or to have airman or medical certificates.
- (c) Notwithstanding any other section pertaining to registration and marking of aircraft, ultralight vehicles are not required to be registered or to bear markings of any type.

Subpart B - Operating Rules

103.9 Hazardous operation.

- (a) No person may operate any ultralight vehicle in a manner that creates a hazard to other persons or property.
- (b) No person may allow an object to be dropped from an ultralight vehicle if such action creates a hazard to other persons or property.

103.11 Daylight operations.

- (a) No person may operate an ultralight vehicle except between the hours of sunrise and sunset.
- (b) Notwithstanding paragraph (a) of this section, ultralight vehicles may be operated during the twilight periods 30 minutes before official sunrise and 30 minutes after official sunset or, in Alaska, during the period of civil twilight as defined in the Air Almanac, if:
 - (1) the vehicle is equipped with an operating anticollision light visible for at least 3 statute

miles; and

(2) all operations are conducted in uncontrolled airspace.

103.13 Operation near aircraft; Right-of-way rules.

- (a) Each person operating an ultralight vehicle shall maintain vigilance so as to see and avoid aircraft and shall yield the right-of-way to all aircraft.
- (b) No person may operate an ultralight vehicle in a manner that creates a collision hazard with respect to any aircraft.
- (c) Powered ultralights shall yield the right-of-way to unpowered ultralights.

103.15 Operations over congested areas.

No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons.

103.17 Operations in certain airspace.

No person may operate an ultralight vehicle within an airport traffic area, control zone, terminal control area, or positive control area unless that person has prior authorization from the air traffic control facility having jurisdiction over that airspace.

103.19 Operations in prohibited or restricted areas.

No person may operate an ultralight vehicle in prohibited or restricted areas unless that person has permission from the using or controlling agency, as appropriate.

103.21 Visual reference with the surface.

No person may operate an ultralight vehicle except by visual reference with the surface.

103.23 Flight visibility and cloud clearance requirements.

No person may operate an ultralight vehicle when the flight visibility or distance from clouds is less than that in the following table, as appropriate:

continued, back page



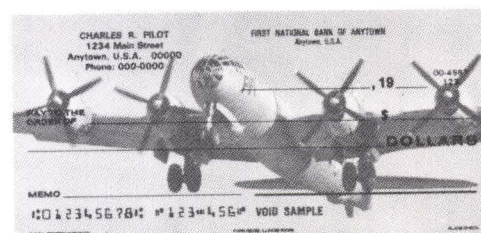
**SOUTH CAROLINA
AERONAUTICS COMMISSION**
P.O. Drawer 1987
Columbia, South Carolina 29202

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FAA regulation governing ultralights

continued from p. 7

Flight	Minimum Flight	Minimum Distance
1,200 feet or less above the surface regardless of MSL altitude:		
(1) Within controlled airspace —	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
(2) Outside controlled airspace	1 statute mile	Clear of clouds
More than 1,200 feet above the surface but less than 10,000 feet MSL:		
(1) Within cotrolled airspace	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
(2) Outside controlled airspace	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL:	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal



“Warbirds” checks offered

The Identity Check Printers recently added the B-29 Super Fortress and P-38 Lightning to its already popular “Warbirds” personal sized check assortment.

Dropping the last bomb of World War II, the “Super Fort” was the most powerful weapon in the American arsenal. The P-38 was known as the twin-engine-terror of the Pacific - its dual role being a deadly fighter and high altitude reconnaissance plane.

The Warbird check assortment already includes the world’s fastest prop-driven aircraft, the P-51, the F4U Corsair, the Avenger, Wildcat, AT-6 and B-25.

Identity Check Printers also offers The Golden Age of Aviation assortment, twelve U.S. commercial airline checks and personalized aircraft “Plane Checks” with your own N number!

For further information, contact George Johnson of the Identity Check Printers, Box 149-D, Park Ridge, Ill. 60068, or call 312/992-0882. ✈

444th fighter reunion

continued from p. 5

	7:00 PM Dinner at the restaurant of your choice	Party at Charleston AFB Officers Club
18 June	9:00 AM Breakfast at Holiday Inn	8:00 PM Banquet in the Ballroom of Officers Club
Saturday	10:00 AM - 6:00 PM Shopping, Tours	9:00 - 12:00 PM Dance (Band)
	1:00 PM Golf at the Charleston AFB Golf Course	19 June 9:00 AM Breakfast at Holiday Inn
	6:30 PM Cocktail	Sunday 12:00 Noon, Reunion Ends, Farewells